

Imperial Railways of North China.

Report for the Fifteen Months ended 31st December 1909.

Published for circulation by order of the Directors.



Imperial Railways of North China.

GENERAL REPORT.

It will be observed that the period under review in this report extends from the 1st October, 1908, till the 31st December, 1909, a total of 15 months. This is due to the fact that, in order to ensure uniformity in the reports, accounts and statistics of all Government Railways in China and for the purposes of easy comparison, the Board of Posts and Communications have arranged that in future the financial year of all Government lines will be closed on one date. The date chosen is the 31st December.

During the autumn rains of 1909, the Liao River in the neighbourhood of Hsinminfu again overflowed its banks, and flooded the whole of the surrounding country. In consequence the line passing through that district was damaged in three places and traffic was suspended for nine days.

The trade of North China has, on the whole, been most satisfactory. In Manchuria, however, where formerly we had a large traffic in beans and beancake, now we have none. The South Manchuria Railway have captured the whole of the industry.

Results.—The results of working for the period abovementioned are as follows:—

Earnings	\$ 14,345,201.74
Working Expenses	„ 4,554,013.32
Ratio of Working Expenses to Earnings	31%

Milage.—The total number of miles of main line open to traffic on 31st December, 1909, was 602.78 miles.

Betterments.—Improvements to the line and additions to the rolling stock have been made at the charge of Revenue to a total of \$ 1,011,371.33.

Capital.—In terms of the Hsinmintun—Mukden Railway Agreements, the South Manchuria Railway Company were entitled to contribute one half of the estimated cost of reconstructing the line east of the Liao River into Mukden. This contribution has now been received and amounts to Gold Yen 320,000.

Loan of 1899.—The amortisation of the Imperial Chinese Railways 5% Gold Loan of 1899 regularly continues. On 1st August, 1909, this loan was again reduced by £57,500, the amount of the Fifth Annual Drawing, and now stands at £2,012,500. The interest on the loan has been duly met to date.

Exchange.—The monthly remittances to London for repayment of Loan Capital and Loan Interest have been effected at the average rate of $2/5\frac{7}{16}$ per Tientsin Tael.

Hsiling Railway.—This short line constructed by the Chinese Government out of its own funds, though a branch of the Peking-Hankow Railway, was, after construction in 1903, placed under the management of the I.R.N.C. As it has since been found that it could be worked and controlled more efficiently by the Peking-Hankow Railway as an integral part of their system, the management of the branch was handed over to that Administration on 1st January 1909.

Engineer in Chief.—Mr Claude W. Kinder, C. M. G. who had been connected with the I. R. N. C. since the inception and who was the first Engineer-in-Chief, resigned his position in April, 1909, after a little over 30 years service. The Director General endeavoured to persuade Mr. Kinder to remain in the service, but he insisted on retiring. Finally the position of Consulting Engineer in London was offered to Mr. Kinder, but he would not accept it.

Mr. Bellingham was selected as successor to Mr. Kinder, and an agreement had been signed by him with the Director General, but he died before entering on his duties. His untimely death was a regrettable event to the administration. Since then the Directors have pleasure in reporting that an Agreement has been arrived at with Mr. D. Poyntz Ricketts appointing him to the vacancy.

Staff.—The Directors take this opportunity of thanking the Staff for the able and hearty services rendered by them.

Loo Etong, *Managing Director.*
Luk Hsu Sheng, *Director*

IMPERIAL RAILWAYS OF NORTH CHINA.

STATEMENT OF ACCOUNTS

FOR THE FIFTEEN MONTHS ENDED 31st DECEMBER, 1909.

No. 1 Capital Authorised and Created.

DETAILS	Capital Authorised			Capital Created			Balance		
	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total
Imperial Chinese Government and Chinese Shareholders	\$ 21,994,428.57	—	21,994,428.57	\$ 21,994,428.57	—	21,994,428.57	\$	\$	\$
Under Loan Agreement 1899, £2,300,000.	—	27,600,000.00	27,600,000.00	—	27,600,000.00	27,600,000.00			
Under Japanese Loan Agreements, South Manchuria Rly. Loan, 1909, Gold Yen 320,000.	—	377,142.86	377,142.86	—	377,142.86	377,142.86			
\$	21,994,428.57	27,977,142.86	49,971,571.43	21,994,428.57	27,977,142.86	49,971,571.43			

No. 2 Stock and Share Capital Created Showing Proportion Issued.

	Amount Created	Amount Issued	Amount Unissued
Imperial Chinese Government and Chinese Shareholders	\$ 21,994,428.57	\$ 21,994,428.57	—
\$	21,994,428.57	21,994,428.57	—

No. 3 Capital Raised by Debenture Stock.

		\$
Imperial Chinese 5% Railway Loan, 1899 (original amount of Loan £ 2,300,000).		
Existing at 30th September, 1908	£ 2,070,000.	24,840,000.00
Bonds of Fifth Drawing paid off	57,500.	690,000.00
Existing at 31st December, 1909	£ 2,012,500.	24,150,000.00
Of which there was invested in the Hongkong & Shanghai Bank, London, at 30th September, 1908	£ 228,344. 10. 10	2,834,975.72
Less Withdrawals	16,143. 5. 6	288,560.54
Leaving invested in the Hongkong & Shanghai Bank, London, at 31st December, 1909	£ 212,201. 5. 4	2,546,415.18
South Manchuria Railway Loan, 1909, (original amount of Loan G. Yen 320,000.00)		
Existing at 31st December, 1909		377,142.86

No. 4 Receipts and Expenditure on Capital Account.

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	Total to 30th Sept. 1908	Amount expended in period ending 31st Dec. 1909	Total to 31st Dec. 1909		Total to 30th Sept. 1908	During Period to 31st Dec. 1909	Total to 31st Dec. 1909
To Expenditure	\$	\$	\$	By Receipts	\$	\$	\$
Lines open for Traffic	44,938,509.73	—	44,938,509.73	Shares	21,994,428.57	—	21,994,428.57
Extension to Hsiku	305,353.89	49.96	305,403.85	Debenture Stock	27,600,000.—	—	27,600,000.—
Hsin-min-fu Mukden Line	1,624,428.57	377,142.86	2,001,571.43	South Manchuria Rly. Loan	—	377,142.86	377,142.86
\$	46,868,292.19	377,192.82	47,245,485.01				
Balance			2,726,086.42				
		\$	49,971,571.43				\$ 49,971,571.43

No. 5 Details of Expenditure on Capital Account.

	\$
On Hsiku Extension	49.96
On Hsin-min-fu Mukden Line — East of Liao River Section	377,142.86
\$	377,192.82

No. 6 Expenditure on Capital Works paid for from Revenue.

	\$
Betterments to Lines, Inside and Outside Wall:	
Rolling Stock	465,553.52
Yards, Buildings and Track	142,484.93
Tongshan Engineering School	38,987.13
Tongshan Works	119,425.44
Hsin-min-fu Mukden Line — East of Liao River Section	244,920.31
Expended during Current Period	1,011,371.33
Expended in Previous Years	7,766,079.00
\$	8,777,450.33

No 7

Dr.

Revenue Account

		\$	\$			\$	\$
To Maintenance of Way, Works and Stations as per Abstract A . . .		1,071,912.65		By Earnings:			
Locomotive, Carriage and Wagon Expenses as per Abstract B . . .		2,254,806.10		Passengers		6,043,572.71	
Traffic Expenses as per Abstract D . . .		495,408.34		Goods		7,532,638.01	
General Charges " " E		731,886.23	4,554,013.32	Military Traffic		46,920.27	
				Miscellaneous Receipts		414,605.84	
Balance carried to Net Revenue Account			9,791,188.42	Chinese Government Traffic		307,464.91	
		\$ 14,345,201.74				\$ 14,345,201.74	

No. 8

Dr.

Net Revenue Account

		\$	\$			\$	\$
To Debenture Loan, Fifth instalment repaid . . .		690,000.00		By Balance forward from last year		6,296,215.66	
" " Interest		1,492,093.22		Balance transferred from Revenue Account		9,791,188.42	
" Chinese Shares, Interest		25,985.71					
" Reconstruction of Boxer damage		161,020.48					
" Paid to Imp. Chinese Government		6,529,900.17					
" Hsiling Line, Working		2,728.66					
" Mining Prospects		215,082.46					
" Shipping Department		13,703.52					
" Tongshan College, Upkeep		90,407.98					
" Bonus to Employees		213,752.53					
" Betterments being amount taken from Revenue for Capital Works		1,011,371.33					
Balance		5,641,358.02					
		\$ 16,087,404.08				\$ 16,087,404.08	

No. 9

Dr.

General Balance Sheet

		\$	\$			\$	\$
Capital Account, Balance per No. 4		2,726,086.42		Hongkong and Shanghai Bank, London.			
Salaries and Wages due		205,812.01		Loan Funds, on Deposit Receipt. £200,000.		2,546,415.18	
Sundry Creditors		303,312.17		Loan Funds, on Current Account. 12,201.5.4			
B. R. A. Balance taken over		3,293,107.44		Revenue Funds, on Deposit Rect. £ 75,000.			
Net Revenue A/c. Balance at Credit per No. 8 . . .		5,641,358.02		Revenue Funds, on Current Account "A"		1,226,666.95	
				To meet repayment of Loan Capital		278,021.10	
				Cash with foreign Banks in China			
				On Deposit Receipt \$ 1,495,714.29			
				On Current Account 1,628,186.26		3,123,900.55	
				Cash on hand in Head Office		186,527.85	
				Stores		2,931,055.55	
				Investments		1,144,860.51	
				Traffic Accounts due to the Railway		300,986.87	
				Other Accounts due to the Railway		431,241.50	
		\$ 12,169,676.06				\$ 12,169,676.06	

Wm. Henderson, C. A.,
Chief Accountant

ABSTRACTS.

A. Maintenance of Way, Works and Stations.

Year ending 30th September, 1908				Period ending 31st December, 1909	
\$	\$			\$	\$
	180,266.98	Salaries, Office Expenses and General Superintendence			246,992.11
		Maintenance and Renewal of Permanent Way:—			
321,659.61		Wages		408,478.78	
30,175.47	351,835.08	Materials		249,082.24	657,561.02
		Repairs of Bridges.			
23,582.92		Wages		49,586.24	
31,437.58	55,020.50	Materials		60,214.10	109,800.34
		Repairs of Stations and Buildings.			
	66,026.44				57,559.18
\$	653,149.00			\$	1,071,912.65

B. & C. Locomotive Power and Rolling Stock Repairs.

Year ending 30th September, 1908				Period ending 31st December, 1909	
\$	\$			\$	\$
	126,304.71	Salaries, Office Expenses and General Superintendence			175,247.50
		Running Expenses			
137,162.64		Wages connected with working Locomotive Engines		178,017.17	
435,279.07		Coal		607,952.37	
36,912.45		Water		53,326.01	
61,145.32	670,499.48	Oil, Tallow and other Stores		67,988.21	907,283.76
		Maintenance and Renewal of Locomotives and Machinery:—			
279,730.22		Wages		441,052.83	
163,243.27	442,973.49	Materials		281,344.03	722,396.86
		Repairs and Renewals:			
		Coaching Vehicles:			
39,941.55		Wages		62,951.37	
47,523.70	87,465.25	Materials		63,119.67	126,071.04
67,501.25		Goods Vehicles:			
63,471.05	130,972.30	Wages		97,993.38	
	55,237.22	Materials		137,026.89	235,020.27
	1,513,452.45	Cleaning Carriages and Oiling			66,688.13
	15,833.41	Steam Ferry at Newchwang			2,232,707.56
\$	1,529,285.86			\$	2,254,806.10

D. Traffic Expenses.

Year ending 30th September, 1908.			Period ending 31st December, 1909.	
\$	\$		\$	\$
89,527.26		General Superintendence	111,943.20	
183,457.68		Wages of Station Staff	248,045.66	
58,568.72		Wages of Train Staff	73,035.56	
39,151.50		Lighting and Small Stores	57,200.64	
192.62		Wagon Covers, Ropes, etc.	5.65	
4,275.32		Station Fittings and Furniture	5,177.63	
	\$ 375,168.10			495,408.84

E. General Charges.

Year ending 30th September, 1908.			Period ending 31st December, 1909.	
\$	\$		\$	\$
246,469.45		General Superintendence	332,208.75	
58,755.36		Accountant's Department	78,206.01	
49,456.88		Stores Department	42,526.10	
39,966.00		Medical Department	60,353.28	
10,727.42		Rents of Buildings and Lands	12,947.37	
118,224.35		Police	149,658.39	
150,353.39		Telegraph Department	156,458.99	
33,638.97		Stationery and Printing	55,887.66	
2,168.19		Compensation	2,858.66	
24,562.61		Sundries	43,724.85	
Cr. 216,358.46	\$ 517,964.16	Difference on Exchange &c.	Cr. 202,943.83	731,886.23

EARNINGS.

Year ending 30th September, 1908.			Period ending 31st December, 1909.	
\$	\$		\$	\$
4,898,632.50		Passengers	6,043,572.71	
5,861,195.14		Goods	7,532,638.01	
51,079.92		Military Traffic	46,920.27	
256,769.56		Miscellaneous Receipts	414,605.84	
		Chinese Government Traffic	307,464.91	
	11,067,677.12			14,345,201.74

AUDITOR'S CERTIFICATE.

The accounts for the fifteen months ended 31st December, 1909 as stated, contain, in my opinion, a full and true statement of the financial condition of the Railway, and the revenue has, in my judgment, been charged with all expenses which ought to be paid thereout. The interest and redemption of the Loan during the period have been fully met.

Tientsin, 12th March, 1910.

A. F. Algic,
Auditor.

ENGINEER'S CERTIFICATE.

I hereby certify that the Permanent Way, Bridges, Stations and other buildings in connection with the Permanent Way have been maintained in good order.

Tientsin, 31st December, 1909.

A. G. Cox,
Acting Engineer-in-Chief.

LOCOMOTIVE SUPERINTENDENT'S CERTIFICATE.

I hereby certify that the Plant, Engines, Cars, Machinery and Tools have been maintained in good repair.

Tongshan, 31st December, 1909.

F. A. Jamieson,
Locomotive Superintendent.

REPORT ON PERMANENT WAY DEPARTMENT.

INSIDE WALL DIVISION.

Main line	284.649 Miles.
Sidings, permanent	92.652 "
Decrease of Main line	0.291 "
Increase of sidings, permanent.	8.180 "

Main Line.

107,960 Sleepers have been changed.
 867 Crossing ties " " " " " "
 19.60 lbs. Rails " " " " " "
 9.85 lbs. Rails have been changed between Tientsin and Peking.
 70 lbs. Rails have been replaced by 60 lbs. on sidings Tientsin to Hsukochuang.
 60 lbs. Rails have been replaced by 85 lbs. on sidings Tientsin to Hsukochuang.
 800 fong of Ballast for maintenance has been used.
 625 " " " " " " new works " " "
 673 Bridge ties have been renewed.
 135.095 fong Rubble for Protective works has been used.

Earthwork executed.

18,534 fongs for New Works.
 17,389 " " Repairs.

New Buildings, etc.

Chienmen Station platform extended 720 feet.
 Tongku Station " " 3,665 "
 Chienmen Station verandah " 577 "

Signals erected:—

Up and down signals at Tongshan.
 Fengtai east signal cabin and 3 starting signals.
 Tientsin, west end 12 semaphores.
 Tongku 21 semaphores and 2 discs.
 Two new groins totalling 750 feet run have been made, and training band extended 250 feet at Bridge No. 71.
 Earthworks 4,118 fongs.
 Rubble pitching 840 "
 Waste stone used 2,300 feet run.

Foreshore protection:—

Peiho Bank at Hsiku repaired.

Painting executed for maintenance:—

3 Signal posts at Tongshan. Traffic Inspector's quarters Tongshan. Point indicators, Station name boards, Bridge numbers. Mile and gradient stones between Hsukochuang and Tangho. Station Buildings between Hsukochuang and Tangho. Water tank lagging at Kuyeh, Anshan, Peitaiho, and Hsukochuang.
 Bridges No. 29, 30 and 114. Overbridge at mile post 30, 91, east of Kaiping, Tangho, station-master's quarters.
 Chienmen to Tientsin Signal levers. Engineers quarters Fengtai, Chienmen quarters. Chienmen station railings, etc. 3 spans of 15 feet girders at Tongku. 7 spans of 15 feet girders at Tongku. Signals, pointstands, bridge numbers, and buildings as required for maintenance.

Water supply works:—

2 Stand pipes erected in Loco Yard Tongshan, and 3" pipe 200 feet long laid 6' 6" below surface to drain off water from pit.
 2 1/2" pipe 211 feet long laid 3 feet below surface to drain off drippings from standpipe.
 New tank house at Yangtsun.

Works in progress:—

Erecting 2 stand pipes at Tongshan.
 Bridge No. 3, Rice Siding at Chienmen quarters, alteration of signals, new standard.

Rainfall:—

The average for the year ending 31st December was 15.11".

OUTSIDE WALL DIVISION.

Main Line	290.65 Miles.
Sidings, permanent	42.00 "
Sidings, temporary	3.42 "
Decrease of sidings, permanent	0.08 "

Main Line.

96,944 Sleepers have been changed.
 781 Crossing timbers have been changed.

Rails changed:—

30 feet New Standard 60 lbs. Cammell's, 1898.
 30 " " " " " " 1999.
 29' 11" " " " " " " 1898.
 29' 11" " " " " " " 1899.
 30 feet " " " " " " 1900.
 30 " " " " " " 1899.
 3,628 fong Ballast for maintenance has been used.
 3,993 " " " " " " new works " " "
 2,590 Bridge ties have been renewed.

New Bridges completed:—

6 feet Timber span at 86.25 converted to concrete rail slab. Bridge 208, one pier rebuilt, 2 spans of 60 feet girders re-erected and additional 60 feet spans added.
 Bridge 218. Extended one span 60 feet.
 Bridge 228. Extended four spans 30 feet.
 Bridge 231. 30 feet span replaced by 45 feet span.
 Bridge 296A. One new 12 feet span.
 Bridge 57. One 30 feet span.
 Bridge 58. Three 20 feet spans.
 Bridge 59. Twenty 100 feet spans.
 New wings and spurs built to many bridges.
 Sunk track at 115.25 1,000 feet.
 Sunk track at 9.50 extended 1,000 feet.
 Sunk track at 39.58 and 40.10 made each 1,000 feet.
 10,498 fong Rubble for protective work laid down.

Earthwork executed:—

27,267 fong for new works and West Moukden line.
 103,126 " " repairs.

New Buildings, etc.

Shanhaikwan Conductor's quarters	814 square feet.
Shanhaikwan Loco. Inspector's office extension	250 " "
Shanhaikwan Dynamo and Oil house	544 " "
Shanhaikwan Electric fitters quarters	518 " "
Ningyuanchow Engineer's quarters	2,296 " "
Ningyuanchow Engineer's office	1,224 " "
Ningyuanchow Engineer's Staff quarters	2,856 " "
Kaopangtzu Loco. quarters	3,150 " "
Kaopangtzu Police quarters	700 " "
Kaopangtzu Station latrine	200 " "
Shanhaikwan and Chinchou turntables increased 1' 6" in diameter.	

Signals:—

Hsinminfu to Chuliuh and Kaopangtzu to Yingkow stations have all been installed with home and distant up and down signals, which complete the signalling installation at all Outside Wall stations. New point motion and locking bar apparatus also installed at all Outside Wall stations.

Heavy work executed:—

In addition to other works the West Moukden section 17,500 feet of new line was made leading up to the Liao Bridge, improving the alignment and raising the railway. This has been ballasted and is now complete. One station at Chuliuh has been made on this new line, and bridges 57, 58, 59 and 2 sunk tracks.

Foreshore protection:—

700 fong of rubble and ballast has been used for repairs to Yingkow Bund.

Wharfage:—

Yingkow wharf bracings repaired.

Painting executed for maintenance:—

Bridges 131, 132, and 179 to 191 and 254 to 263 inclusive.
 Shanhaikwan Locomotive Shed.
 Water tank, Shihho and Suichunghsien.
 Woodwork of all stations Shanhaikwan to Shahouso.
 All station rooms, native quarters and sheds whitewashed.
 Ferry boat and pontoons painted as usual.

Rainfall and Floods:—

On the hills above Hsinminfu and on the Lienchan to Sarho section the rains were heavy, resulting in floods similar to those of last year, which caused so much damage.

The heavy protection and extensions put in this year and the new spurs to the bridges have proved satisfactorily, and only in a few places will extensions and further provision of water area be required to existing bridges.

At Hsinminfu the Liu river has steadily silted up its bed and broke out twice, on April 4th and August 2nd.

On April 4th the country north of the railway was flooded and the railway just escaped a washout. Training works were carried out within the railway sphere of action, but nothing was done beyond, and on August 2nd the river broke out again seriously breaching the railway, stopping the traffic for 10 days, and filling up a large section of country with silt, so that the railway formerly on an embankment 4 feet high is now only a little above the river bed, and in some places below it.

The rainfall registered at the different sections was as follows:—

Shanhaikwan	19 inches	
Ningyuanchow	25 " "	
Kaopangtzu	13 " "	(for July, August and September only.)
Yingkow	25 1/2 " "	

East Moukden Extension.

Main Line	27,487 Miles.
Sidings, permanent	2,26 " "
Increase of sidings, permanent.	1,42 " "

Rails changed:—

25 lengths Japanese 60 lbs. 30 feet
 1 " " " 26 "
 2 " " " 18 "
 1 " " " 15 "
 1,808 fong of "Ballast for maintenance has been used.

Earthwork executed:—

7,170 fongs for New Works.
 11,159 " " Repairs.

New Buildings, etc.

Locomotive Watchman's cabin	838 square feet.
Locomotive Staff quarters	2,728 " "
Moukden Station Shops	2,389 " "
Police Office	1,893 " "
Weighbridge house	181 " "

Heavy work executed:—

Transfer platform 600 feet by 46 feet at Moukden between Imperial Railways of North China and South Manchurian Railway lines.

Painting executed for maintenance:—

2 Foreign Staff quarters at Moukden.

Water Supply Works:—

One artesian well sunk at Hsinlungtien.

Rainfall and Floods:—

Approximately 25 inches.

During July and August the section between Masanchia and Moukden was constantly flooded, but no damage to embankments resulted.

Shanhaikwan Bridge Works.

The tonnage of work turned out was as follows:—

Girders:—

4	100' Clear deck spans	Tons	157
1	45'	"	19
2	16' x 4' x 11' pier Moulds	"	1
40	60' Standard Caissions	"	41
10	Double 10' Differdanges	"	21
3	sets 51' 6" Overhead Travelling Cranes	"	52

Tons 291

Miscellaneous:—

Ironwork to the extent of Tons 75

Verandahs and Roof Trusses for Chienmen Station Tons 414

Points, Crossings and Locking Bars Tons 126

Foundry:—

The Foundry has been fully employed upon Castings for Points and Crossings, Signal posts fittings, wash-out pump castings, heating fans and engines, turntable centres, and miscellaneous castings for Maintenance and Construction, to the extent of

Tons 271

GENERAL REPORT OF WORK CARRIED OUT BY LOCOMOTIVE AND CARRIAGE WORKS.

Locomotives.

General overhaul at Tongshan Workshops	54
Repaired at Kaopangtze	14
New Engines built 19" Moguls	7
New Engines under construction, 4—6—0 type	3
New Boilers constructed	18
New Boilers under construction	2
New Fireboxes put in	17
Half sides put in	32
New sets of tubes put in	41
Engines fitted with Westinghouse brake	6
Engines sold	6
Locomotive Boilers withdrawn from service	8
New tenders built	24
New tenders under construction	2

Steam Ferry.

Steam ferry "Liaotung" thoroughly overhauled during winter by Kaopangtze shops.

Coach and Car Repairs.

	No. of Cars sent in for repairs		
	Freight	Passenger	Brake Vans
At Tongshan Works	1906	252	44
At Kaopangtze Works	819	45	29
Total	2725	297	73

Note: At the Running Sheds 14,917 minor repairs were effected, and 41,446 axle boxes were repacked.

Car Works:—

2 Screw cutting lathes 7" centres 5' 0" bed.
Twist drill grinding machine.
Emery Grinder.
Band Saw.
Painting Machine.
Hot Saw, manufactured at Tongshan Works.

Buildings:—

Tongshan Running shed completed. South bay 373' 6" × 51' 9" added to Boiler Shop sheltering machinery and enabling tender and tank work to be carried on under cover.
A Furnace and Chimney were built for Car Works, Westinghouse Brake Fitting Shop 140' × 25' built and fitted up. The Electric light installation in works was overhauled, improved and several new lights brought into service.

Traffic Department.

Train miles run for Revenue 2,451,751.
Train miles run for Construction and Maintenance 50,056.

2,501,807.

Number of Passengers carried 3,603,303.
Number of Tons of Freight carried 3,770,945.

Passenger Mileage 347,111,684.
Ton Mileage 346,421,799.

Total "Passenger Ton" Mileage 693,533,483.

Average number of men employed by Traffic Department including Military Police Force about 1,103 men . . . } 2,592.

Telegraph Department.

Length of Wires.

Tungchou and Tungchou Junction. 16.65
Chienmen and Yingkow (Double wires) 1043.50
Kaopangtze and Fengtien (Double wires) 214.50
Hsinminfu and Fengtien (Single wire) 37.37
Tientsin City and Hsiku 4.00
Tientsin and Tongku (Telephone wire) 27.00
Fengtai and Lookouchiao 3.85

Miles 1346.87

Electric Staff Wires.

Chienmen and Fengtien and Yingkow miles 521.75
Number of Messages sent Service 206,542
" " " " Outside 3,314

Average Number of Employees 287
Number of Telegraph stations 76
Number of Recorders in use 118
Number of Electric Staff stations 70
Number of Electric Staff apparatus 138

Accident Report.

Killed and Wounded Schedule.

	Killed	Seriously injured	Slightly injured
Passengers .	5	2	1
Employees .	4	6	1
Trespassers .	12	8	6
Total .	21	16	8

IMPERIAL RAILWAYS OF NORTH CHINA AND CONNECTIONS.

MILEAGE FROM PEKING	
Miles	Names of stations.
11.87	Chenyangmen to Feng-tai
15.84	" " Tung-chow
80.04	" " Tientsin
113.83	" " Tang-ku
167.06	" " Tang-shan
202.18	" " Shan-hai-kuan
376.18	" " Chin-chow-fu
415.87	" " Kou-pang-tzu
485.75	" " Hsin-min-fu
521.21	" " Mukden
472.48	" " Ying-kou

